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CANADA AT WAR

DECEMBER 1942

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"Canada is conducting a wonderful war effort which in proportion to her population surpasses that of any other country."

T. V. Soong, Chinese Foreign Minister, at Chungking, Nov. 3, 1942.

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Streamlined Infantryman



IT IS difficult to identify the modern infantry unit with the "footsloggers" of previous days. Today's infantry is motorized, hard-hitting, scientific, and has been modernized and streamlined for action.

Proficient in the use of the rifle, the bayonet, the machine gun, the mortar and the grenade, every Canadian infantryman can read maps, help set tank traps, cook, camouflage himself, his arms and his equipment, and defend himself from air attack. The infantryman has been given new duties. His qualifications have been raised. The personnel of infantry units will comprise many more skilled men than was formerly the case.

To allow of a freer exchange of skilled officers and tradesmen among infantry regiments, a Corps of Infantry is being formed in the Canadian Army. The regimental system will not be discarded—regimental titles and integrity will be maintained; officers will be commissioned to the Corps, will name their preference for the unit to which they are to be attached, but not necessarily be posted to that unit; uniform training of officers, and therefore of men, will be furthered; tradesmen may be posted according to needs; the Corps spirit will be fostered, but unit and territorial choice on enlistment of all ranks will be followed to the limit that fullest efficiency will allow.

Tactics For Winter

Winter training will become an integral part of Canadian Army training, both in the Active Army in Canada and the Reserve. Training will be carried out on skis

and snowshoes wherever conditions permit. Troops will be taught to live off the land, to be tough and self-reliant. This instruction is not intended as a specialized form of training, but rather the carrying out of normal military training under winter conditions. Stress will be placed on the use of small arms and automatic weapons which are not too cumbersome to be handled by men on patrols. Bushmen, trappers and prospectors will be sought as winter instructors.

Units and training centres are being issued such special equipment as skis, toboggans, petrol stoves and snowshoes. Sufficient equipment will be available to all training centres and units to permit the training of at least one platoon at a time in an outdoor exercise involving bivouacking for several days. Soldiers must concentrate on military tactics, camouflage, self-sufficiency while away from their base, and skill in armed and unarmed combat. The basis for the winter training program was laid last season at a school for instructors conducted at Petawawa Army Camp.

In the army in Canada there are approximately 210,000 troops on active service in addition to 200,000 men in the Reserve Army.

Call Up New Men

The Canadian Government has called up two new classes of men to serve in the armed forces. Effective November 20, single men and childless widowers between the ages of 19 and 30 in Category B-1 and B-2 became eligible for compulsory service in the Canadian Army. It is expected that before the end of the year another 34,000 men will be called up.

Officers' Training Schools

With each new draft of men called up, and with each new field of activity which the Army enters, more officers are required. Two temporary officers' training schools were opened in Canada in November, one at Three Rivers, Quebec, and one at Camp Borden, Ontario. The principal school is at Brockville, Ontario. Canadian officers' training schools can train 12,000 men a year.

Veterans' Guard

National Defence Headquarters at Ottawa has announced a new policy in regard to the Veterans' Guard of Canada, by which veterans of the First Great War will take turns in serving with overseas detachments. They will be replaced by other members of the Guard at intervals of from six months to a year. Members of the Veterans' Guard of Canada have all served with the armed forces of the Empire during the war from 1914 to 1918, and are not over 55 years of age.

King Cadets' Chief

Following a statement that the Canadian Army Cadets are to be reorganized and expanded, it was announced November 12 that His Majesty the King has consented to become Colonel-in-Chief of this organization, which shall henceforth be styled the Royal Canadian Army Cadets. A revised syllabus of training, the assistance of Reserve Army units and training personnel, and smart new uniforms are included in the new program.

Cadets will be taught citizenship, civilian protection, health education, physical training, map reading, basic military training, radio, and elementary military subjects such as fieldcraft, campcraft, woodcraft and field engineering. Instruction will be given in small arms, signalling and skiing. Camps for the summer months will be organized. Senior Cadets must be 15 years of age at September 1 of the current school year. Juniors are admitted from 12 to 14. Strength of the army cadets has grown from 56,000 in 1939 to 96,000 in 1942.

Troops In Bermuda

Canadian troops are now stationed in Bermuda, the Minister for National Defence revealed in November. These Canadians will form a part of the garrison of the military base there. This contingent is not the first body of Canadian troops which has been detailed to duty in the

West Indies. Early in the war, Canadian soldiers were sent to this area to aid in garrisoning strategic military points.

Army In Britain

In England, preparation for battle continues. Canadian troops hold themselves in readiness for the word to strike, meanwhile perfecting plans and equipment. The army overseas, as recently reported by the Prime Minister, numbers upwards of 180,000 men. It comprises one Corps of three infantry divisions, and another Corps of two armored divisions with ancillary troops.

In line with the United Nations' emphasis on combined operations, headquarters of an Army Co-operation Wing of the R.C.A.F. has been formed at the Canadian Army Headquarters in England.

R.C.N. In Africa



THE Royal Canadian Navy had its part to play in the United Nations' expedition against North and West Africa. Seventeen Canadian corvettes and more than 1,200 officers and ratings participated in convoying the greatest troop-carrying armada in history.

Canadian sailors manned landing craft which carried Allied warriors through the surf to the African beaches. Six Canadian landing flotillas carried American troops and equipment in the attack on Oran, going in under fire in pitch darkness.

Here, as well as on other seas of the world, Canadian ships and personnel acted in closest cooperation with the navies and land forces of the United States and Great Britain. The Minister of the Navy has disclosed that five Canadian ships of war collaborated with American forces in the sea fighting near the Aleutian Islands.

R.C.N. Convoy Burden

The unremitting fight against Axis submarines goes on. Many lie at the bottom of the seven seas. Mr. Churchill

on November 29, asserted that in the great allied troop movement to North Africa, not only were "U-boats evaded and brushed aside by powerfully escorted British and American convoys," but "they were definitely beaten in 10 days of conflict that followed the landings both inside and outside the Mediterranean. . . . For every transport or supply ship we lost, a U-boat has been sunk or severely damaged."

Canada is taking a little more than her share in protecting merchant tonnage, Naval Minister Macdonald has stated. The R.C.N. is bearing more than 40% of this burden on the Atlantic sea lanes.

Atlantic Vigil

It has enjoyed 99% success in escort duty in Atlantic convoy, and carried more than 64,000,000 tons of cargo to Great Britain. Out of this Atlantic vigil have come many stories of gallantry and daring. The recent actions of H.M.C.S. Oakville, in ramming and sinking a U-boat in the Caribbean; of H.M.C.S. Skeena and H.M.C.S. Wetaskiwin in teaming up to destroy a submarine after a four-hour hunt; and of H.M.C.S. St. Croix in running down another U-boat after a two-hour chase, are notable examples. The ramming and sinking of still another German undersea raider by H.M.C.S. Assiniboine recently won honors for four officers and 17 men of that ship.

The Navy Minister stated in a recent conference that he "wished to put the record straight" on reports of sinkings in the St. Lawrence River during recent months. While rumors had placed the figures as high as 40 Allied ships sunk, Mr. Macdonald said that the actual number was 16, while six were sunk in Cabot Strait and the Strait of Belle Isle.

He added that the Canadian Navy now has more than 500 ships of all kinds in action, while the personnel had grown to 50,000.

Sea Cadets

A great deal of interest has been focussed on the Sea Cadets with the announcement that His Majesty The King has consented to become Admiral of the Sea Cadets of Canada. It is expected that by June of next year its present membership of 5,000 will have increased to 10,000. This organization prepares boys between the ages of 15 and 18 for duty in the Navy, and is supported by voluntary contributions and subsidies from the Canadian Government.

In World Skies



ROYAL Canadian Air Force men are flying with the vanguard of the Allied forces on many fighting fronts of the world. Fighting in the R.A.F. and R.C.A.F. squadrons, they have participated in the raids which have devastated the Italian industrial cities of Genoa and Turin. Farther south, in Africa, Canadian fliers joined the Allied drive which routed Rommel's Afrika Korps. Canadians in one famed squadron—oldest from the point of service in the desert—accounted for at least 8 Stukas and one ME109 in the early stages of the offensive. Veterans of every phase of desert air-war, R.C.A.F. fliers participated in the great raids of massed United Nations aircraft on the fleeing German columns; they escorted heavy bombers; they engaged the enemy in the air and bombed aircraft on the ground. Canadians are flying in every type of aircraft operating from the desert—heavy bombers, spitfires, hurricanes, and fighter bombers.

Since the campaign in North Africa started, Canadian fliers have ranged the Mediterranean seeking enemy convoys carrying supplies to the Axis forces. Official records show that in many cases the planes discovered their objectives and destroyed them. Half the personnel of the famed "Shark Squadron," which has rained thousands of tons of

bombs on the Axis forces since the great push began, are members of the Royal Canadian Air Force.

Canadians In Middle East

There are about 2,000 Canadian airmen in the Middle East; many of them have been there for a year. They include some who made direct entry to the R.A.F. early in the war. The R.C.A.F. has recently set up a Middle East establishment, comprising administrative personnel, auxiliary services officers and men of other specialist categories. Its task is to keep in touch with Canadians attached to R.A.F. squadrons, as well as with men in R.C.A.F. units, and help them with their personal problems. Still under development, the R.C.A.F. Middle East establishment follows the visit to the United Kingdom three months ago of Hon. C. G. Power, Air Minister, and Air Marshal L. S. Breadner, Chief of the Air Staff.

In North Africa theatre a number of Canadian navigators, air gunners and wireless operators are serving temporarily with the United States Army Air Corps.

Meanwhile the fight goes on over France and Germany. Quick to take advantage of a weakness in the enemy's armor, Allied air forces have started an intensive campaign to paralyze the creaking Nazi railroad systems by destroying locomotives and other irreplaceable rolling stock. In the Hitler plan for war, all transportation was to pass over his new highway system. For a number of years before the war the German railways were neglected. Now, with a shortage of oil and synthetic rubber, the Nazis are forced to fall back on their neglected railroads.

“Engine Busters”

Canadians of the Army Co-operation squadrons are knocking out many of these Nazi locomotives. One such squadron, known as the “Engine Busters”, shot up seven locomotives in one day in November, to make a total of twenty-four engines in three weeks. In one day Spitfire

pilots of an R.C.A.F. fighter wing destroyed or damaged 14 locomotives between Calais and Cherbourg.

But locomotives are not the only new quarry which the R.C.A.F. is hunting. Air Minister Power has revealed that in little more than a year 40 Axis submarines, operating in Canadian coastal waters, have been attacked by the R.C.A.F. Of this number approximately 20 are presumed to have been damaged, at least to an extent where crews were badly shaken up; in other cases the submarines were so severely damaged that it is doubtful if they were able to return to their bases. In some instances they were actually destroyed. For reasons of security, the Department of National Defence for Air withholds most details of these engagements of the Coastal Reconnaissance Squadrons, but the protection given to United Nations shipping by the R.C.A.F. is an important factor in keeping the sealanes open near Canadian shores.

New Canadian "Ace"

On November 9 Pilot Officer George Buerling of Verdun, Quebec, arrived in Canada. He was taken immediately to Ottawa, where he was welcomed by the Prime Minister on behalf of his countrymen. Buerling has an official credit of 24 aircraft downed—an unofficial and probably authentic count credits him with 29. Winner of the Distinguished Flying Cross, Distinguished Service Order and Distinguished Flying Medal and bar at 20, Buerling has done most of his fighting flying over Malta. Half the men of the R.A.F. squadrons which have turned back German and Italian aerial blows at Malta are Canadians.

Fighting in the same tradition as Buerling, Canadian airmen as a whole have piled up an impressive total of decorations awarded. Here are the numbers of various decorations which have been won by members of the R.C.A.F.:

Distinguished Flying Cross.....	202
Bar to D.F.C.	14
Distinguished Flying Medal.....	76

Bar to D.F.M.	1
Air Force Cross	26
Air Force Medal	6
George Cross	3
Distinguished Service Order	3

2,000,000 Miles a Day

At home the vital work of training the airmen of the British Commonwealth Air Training Plan continues. From these training schools come 80% of the aircrew required to man the planes on the fighting front. Every single day in Canada men under training fly more than 2,000,000 miles in the air.

Eight Canadian Universities are opening courses to instruct young men for the R.C.A.F. as aircrew, but without sufficient education to meet aircrew standards. These education detachments will be under R.C.A.F. supervision, and will be administered as units in the field. Wherever possible students will be housed in University dormitories and fed in University dining-halls.

Air Cadet Squadrons

To train the fliers of the future, Canada has organized the Air Cadets. There are now some 240 Air Cadet Squadrons in existence, scattered over the country from Arvida and Peace River in the North to the Niagara Peninsula in the South, with a total enrolment of more than 20,000 boys. It is expected that within the next few months the strength of the Canadian Air Cadets will expand to some 35,000. Only those boys who will, on coming of recruiting age, be fit for aircrew duties, are accepted as air cadets. To gain entry to this organization an examination similar to that set up for applicants for aircrew duties in the R.C.A.F. must be passed. Equipment is provided by the R.C.A.F., and training is given in target shooting, map reading, navigation, aircraft recognition, signalling, first aid work and foot drill. Summer camps are provided at R.C.A.F. stations for all Air Cadets who attain a satisfactory standard in training.

A Briton's Tribute to Canada

BRITAIN'S Minister of Labor, Ernest Bevin, stated in part at a press conference on October 26:

"I would like to say that the British Government are very anxious that the Press should do proper justice to Canada for the effort she is making in the war. She came in on the first day of the war and threw in her all and I can tell you, from the manpower side and from the production side, what is very gratifying is that Canada moves very quickly on the basis of the rationalization of arms production; that is to say, we get a quick and cooperative response whether it is in shipbuilding, aircraft, or anything else, to fit in with the problems we have in this country."

"In the discussion that goes on between the Minister of Labor in Canada and myself, and between Captain Oliver Lyttelton and his opposite member, Mr. Howe, in Canada, we are all four of us working very closely together, and now that we are in a tight corner for manpower in England it is a great advantage to us to be able to make the necessary adaptations so that Canada in the design of her war output fits in and dovetails in so well with the strategy of the war that we can get a good deal of relief by the use of manpower on the other side."

"I do not think there has ever been a case in which the labor force, the productive effort, of two countries has been more complementary and more helpful. Our relationships are so good; it is not a question of our telling them or they telling us, but immediately we have to make changes and to go in for this type or that type of production we are able to marry the Canadian effort with our own in such a practical way that it is a tremendous help to the total war effort."

"It is not only volume, but it is types, and the quick adaptation of types and as the strategy of the war changes and fresh demands are made upon us, the facility with which Canada cooperates with us is a tremendous asset in this

war. I do not want it to be measured merely in terms of volume. You may get a lot of things you cannot use. The essential thing in this business is to get the things you can use and use quickly and to supplement and build up the output of your own arsenal at home. In the contacts we have had with Canadian Ministers, through Mr. Vincent Massey, who has been a tower of strength to this country in the war effort, we have met with ready cooperation and I am very anxious that the proper place should be given to Canada and her contribution to this tremendous struggle.

"In that critical period when we did not have very many friends, at least active friends, from 1940 onwards, the weight of the Canadian output and their resilience and turnover to production during that period played a very big part in enabling us to equip the Middle East Army and equip the Forces in this country at a speed much greater than would have been possible if we had not had, not merely the volume, but willing adaptation to the kind of weapons and materials we wanted. Now, with the loss of a great many of our raw materials, particularly certain types of metals, Canada means salvation to us. The way she has moved her men about in order to increase the output of, say, nickel and raw materials of that character has been a great gain not only to us but to the whole of the United Nations . . .".



Made-In-Canada Weapons



CANADA is producing war materials at the annual rate of \$2,500,000,000, Munitions Minister C. D. Howe has announced. Orders placed by the Department of Munitions and Supply now are well in excess of \$6,000,000,000 and the total is rising rapidly as Canada's

industrial machinery nears its planned maximum production. Value of war products actually delivered totals nearly \$3,000,000,000, and, in addition, about \$1,000,000,000 has been expended on plants, machinery and defence projects.

In addition to these amounts spent by the Department of Munitions and Supply there have been war shipments of metals, foodstuffs, timber and other supplies to the United Nations valued at an estimated \$1,500,000,000.

Canadian war supplies are being used on every battle-front. They have been allocated as follows:

30% Canadian forces at home and abroad

50% United Kingdom or British combat areas and to Russia

20% The United States, China, Australia and the Pacific theatres of war.

Vehicles for North Africa

Canadian munitions have been in every battle since Dunkirk and they have played no inconsiderable part in the United Nations' victories in North Africa and Russia.

Munitions Minister Howe declared November 30 in a speech to the Canadian Club of Toronto:

"The armies of the Empire all over the world are almost entirely dependent on mechanized vehicles from Canada. During the year 1942, we will have produced approximately 215,000 units. One of these units consumes approximately twice the material and labor used by a normal commercial vehicle, so that our 1942 out-

put is practically equivalent to 430,000 commercial trucks, as against an average of less than 40,000 per year for the 10 years prior to the war."

In the expanding offensive of the Red Army on the wintry Russian front, a great number of Canadian-made tanks are being operated by the Soviet troops. Since the outbreak of war Canada has sent over \$100,000,000 of war supplies to Russia, over half of which was tanks.

Russian Tank Tribute

Mr. Howe has quoted a Russian tribute to these tanks from Maj.-Gen. A. I. Belyaev, Chairman of the Soviet Government Purchasing Commission, which reads in part as follows:

"I have learned that you would like to know the qualificative performance of your tanks, Valentine VII used on our fighting front.

"I am glad to inform you that the Canadian tanks Valentine VII have shown good results in combat action on our front, and have proved themselves the best of all our imported tanks."

In recognition of the importance of Canadian war production, the Dominion was recently given full membership in the Combined Production and Resources Board. As an exporter of war supplies to the United Nations, Canada ranks third to the other members of the Board, the United Kingdom and the United States, whose manpower and wealth are greatly superior to that of the Dominion.

Outlining the co-operation of these three nations in war production, Oliver Lyttelton, British Minister of Production, stated that Canada and the United States have set 1943 war production quotas to bring maximum impact on the enemy next year. If, however, victory is not won in 1943, production plans have been laid for 1944 and beyond if necessary.

Mr. Lyttelton said that the three members of the Board have integrated individual programs in conformity with the strategic plans of the combined chiefs of staff committee and as one vast, common pattern for victory.

Practising New Arts

The great part of Canada's war industry is entirely new, having been built since the war began. Many weapons of war are now being made which are entirely new to Canada.

Eight types of army and navy artillery and 12 types of small arms weapons are now being produced, although gun manufacturing is a new art in Canada. New techniques in steel making and manufacturing have been mastered. Every process is complete from liquid metal to finished guns.

Weapons such as Bren guns, other automatic guns and rifles are being made at the rate of better than one every minute, seven days a week, 24 hours a day, and early in 1943 will reach a rate of three every two minutes. Ammunition is produced for these guns at the rate of 40,000 finished rounds a minute.

Over \$100,000,000 has been spent in Canada for new explosives plants, many of which will have an important post-war value. Many chemicals have been made in Canada for the first time. The most powerful explosive of the war is being made in Canada by a process developed by Canadians. That process will be largely used by Canada's allies.

A striking new development has taken place in the manufacture of optical glass. Canada has been able to supply the United States with this important product and has established the production of delicate war instruments, such as sighting instruments, periscopes, telescopes, binoculars, range finders, fuse-setting clocks, predictors and bomb sights. Secret ground and air detection equipment is now being made.

Making Mosquito Airplane

During November the new De Havilland "Mosquito", a revolutionary fighter-bomber, was shown to a few Canadians. This amazingly fast and manoeuvrable plane is

of all-wood construction and its greatest production line will be in Canada. A production of five units a day is planned.

Other Canadian plane production lines are being geared to turn out such topnotch aircraft as the giant Lancaster four-motored bomber, and the Curtiss "Helldiver", the latest and best of the dive bombers.

The first Canadian-built Fairchild Cornell, a low-wing trainer, was test flown during November. This plane will be used extensively as a primary trainer by the British Commonwealth Air Training Plan.

The ownership and management of National Steel Car Corporation Limited at Malton, Ontario, which will manufacture Lancaster bombers, was taken over by the Dominion Government during November.

Mr. Howe announced on November 30 that over 1,000 Ram tanks have been made for the Canadian Army. This is the tank which Lt.-Gen. A. G. L. McNaughton says is the best tank in the world. General McNaughton has also stated that the quality of Canadian munitions is the best obtainable.

It was announced in November that Canada had delivered more than 60 steel cargo ships, totalling 634,000 tons deadweight. There were 63 ships of 380,140 tons deadweight delivered during the last war to 1920. Canada's shipbuilding program calls for the completion of 300 10,000-ton and 18 5,000-ton cargo vessels.

Merchant tonnage built this year is expected to total 900,000 tons and grow to 1,500,000 tons next year.

Nine different types of larger naval vessels and a great number of small patrol type craft are being produced by Canadian industry. These vessels, including engines and all equipment, are more than 95% Canadian content. Shipbuilding costs are being rapidly lowered as volume increases and are approaching the level prevailing in British yards.

Canadian production of communications and signal equipment will amount to over \$100,000,000 in 1942 and will increase to over \$250,000,000 in 1943.

Corvettes for the United States

Letting of contracts for defence projects also comes under the Department of Munitions and Supply. With heavier stress on this phase of war activities the Department awarded contracts totalling \$140,000,000 in the first 10 months of the current year.

The first of several corvettes being made for the United States Navy was launched at a Montreal shipyard.

Expansion of war industry has necessitated a corresponding increase in the output of raw materials.

The Munitions Minister stated that Canada now has the largest aluminum plant in the world, which has been expanded seven times. This plant has a greater capacity than the entire world production in 1939. Canada now produces almost 40% of the aluminum requirements of the United Nations.

By a process invented in Canada, sufficient magnesium is being produced for domestic requirements and enough is left for sizeable exports.

Productive capacity for carbon steel has been nearly doubled since the war began. Production of alloyed steels has been raised six times. Production of brass has been expanded to between 15 and 17 times 1939 output.

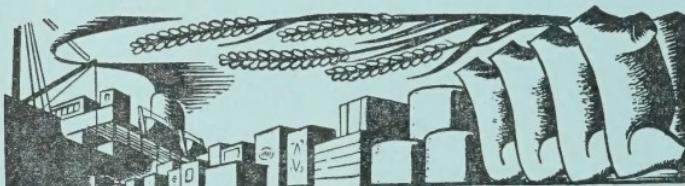
For 1943 Canadian output of refined aluminum, nickel, copper, lead and zinc is estimated at 1,300,000 tons, an increase of 77% over 1939. About 30% of this production will be used in Canada and the rest will go to the United Nations.

In addition to refined metals Canada is exporting large quantities of copper, lead and zinc concentrates to the United States.

Arrangements have been made for production of concentrates, totalling 46,000 tons of copper, 10,000 tons of lead and 110,000 tons of zinc annually for export as concentrates.

It is expected Canada's synthetic rubber plant will be in operation by September, 1943. This plant will produce 40,000 tons of synthetic rubber annually, which will be sufficient for war requirements and necessary civilian uses, and in peacetime will be sufficient for all Canadian rubber requirements.

Canada's Trade at Peak



VOLUME of exports from Canada, largely for war purposes, in the first 10 months of the current year, was valued at more than \$1,900,000,000. This compares with \$1,308,906,000 in the first 10 months of 1941 and is more than double the value of exports in the whole of 1939.

It is now certain that exports from Canada in the calendar year 1942 will substantially exceed \$2,000,000,000, while imports will be near \$2,000,000,000. The combined total will be well in excess of \$4,000,000,000, the greatest volume in Canada's history.

A comparison of exports and imports in the calendar years 1933 to 1941 follows:

Calendar

Year	Imports	Exports
1933	\$ 401,214,311	\$ 535,483,789
1934	513,469,497	656,306,228
1935	550,314,551	737,935,879
1936	635,190,844	950,509,252
1937	808,896,325	1,012,121,780
1938	677,451,354	848,684,133
1939	751,055,534	935,921,713
1940	1,081,950,719	1,193,217,592
1941	1,448,791,650	1,640,454,541
1942 (10 months)		1,900,000,000

For security reasons Canada's import and export figures according to destination are not now being published. But prior to discontinuation of their publication, the changing character of the Dominion's external trade was evident. Russia, India and Egypt, for example, and to a lesser extent China, suddenly became important destinations of Canadian shipments. When the Burma road is re-opened, Canadian supplies going to China will increase greatly.

Reorientation of Trade

Canadian war supplies are going to every theatre of war. Recently Munitions Minister C. D. Howe announced that Canada had shipped over \$100,000,000 of supplies to Russia since that country entered the war.

On the other hand, trade with other countries has dried up; in some cases, ceased entirely. Many commodities: rubber, spices, vegetable oils, tea, rice and tin no longer imported into the country. New sources for these supplies are being sought and developed.

Legislation has changed the nature of imports. Importing of non-essential commodities has been curtailed by the War Exchange Conservation Act of December 2, 1940, which prohibits the import of a long list of goods regarded as non-essential. The War Exchange Tax, of June 25, 1940, provides a 10% tax on imports from non-Empire countries. Export permits are required in the majority of cases to ship goods out of the country. These measures have brought a reorientation in Canadian trade.

This booklet is a Supplement to "Canada and the People's War," which replaced the September and October issues of "Canada at War." The Supplements for December and November should be used with "Canada and the People's War" to obtain a cumulative record of Canada's war effort to December 1, 1942



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